NORTHWESTERN PACIFIC RAILROAD CO.

TIME TABLE

22

To Take Effect Sunday, October 17, 1943, at 12:01 P. M.

PACIFIC STANDARD TIME

For the government and information of employees only.

C. A. VEALE,
Vice President and General Manager

Eastward

SOUTHERN DIVISION

SANTA ROSA SUBDIVISION

Westward

Time Table No. 22

October 17, 1943

Capacity of Sidings in car lengths, and location of Fuel, Water and Turning Stations.	FIRST CLASS 4 Eureka Express Leave Daily	Distance from San Francisco	STATIONS	Distance from Santa Rosa	FIRST CLASS 3 Eureka Express Arrive Daily
Tiburon Yard WTOPBK	7.15 PM	6.5	TO-R TIBURON	45.7	s 9.05 AM
5	7.30	10.1	3.6 REED (Spur-E)	42.1	8.50
6		11.4	1.3 MEADOWSWEET (Spur-E)	40.8	
YP Yard Limits	7.35	12.7 14.3	1.3 DETOUR 0.6	39.5	8.45
		14.9	GREEN BRAE	38.9	
WYPBK Yard Limits	s 7.40 8.00	17.0	2.1 TO-R SAN RAFAEL 1.7 (Double Track; Automatic Block System)	36.8	s 8.30 7.55
20 P	8.06	18.7	2.4 CERRO	35.1	7.50
28		21.1	GALLINAS (Spur-E)	32.7	
30 P	8.13	21.7	0.6 MILLER	32.1	7.45
26		22.0	0.3 ST. VINCENT (Spur-E)	31.8	
71 WYOPK Yard Limits	8.21	24.9	2.9 TO IGNACIO	28.9	7.39
		25.8	0.9 IGNACIO WYE	28.0	
38 P	s 8.33	27.8	2.0 TO NOVATO	26.0	s 7.33
44 P	8.40	31.3	3.5 BURDELL	22.5	7.26
Yard Limits 49	8.50	36.7	5.4 HAYSTACK	17.1	7.17
98 WP	s 9.10	38.5	1.8 TO PETALUMA	15.3	s 7.12
37		39.2	0.7 PARK SIDING	14.6	
8		41.0	1.8 CROWN (Spur-W)	12.8	
31	9.17	42.0	1.0 ELY	11.8	6.55
		43.3	1.3 PENN GROVE	10.5	
52 WP	9.24	46.1	2.8 COTATI	7.7	6.48
19		48.7	2.6 WILFRED	5.1	
23	9.35	51.3	2.6 BELLEVUE	2.5	6.37
WPBK Yard Limits	s 9.40 PM	53.8	2.5 TO-R SANTA ROSA	0.0	6.32 AM
	Arrive Daily				Leave Daily

No. 3 and No. 4 stop on flag at any station to receive and discharge passengers.

No. 3 turn train at Detour.

Passengers to and from San Francisco will use Pacific Greyhound Lines between San Rafael and San Francisco.

Eastward

SOUTHERN DIVISION

SANTA ROSA SUBDIVISION

Westward

Time Table No. 22

October 17, 1943

SAUSALITO BRANCH

Capacity of Sidings in car lengths, and location of Fuel, Water and Turning Stations.	Distance from San Francisco	STATIONS	Distance from Detour
Sausalito Yard WOPBK	6.5	TO SAUSALITO	7.8
14	9.9	3.4 ALMONTE	4.4
	11.5	1.6 SOUTH PORTAL	2.8
	12.2	0.7 NORTH PORTAL	2.1
5	12.6	0.4 CORTE MADERA (Spur-E)	1.7
	13.0	0.4 BALTIMORE PARK	1.3
Yard Limits YP	14.3	1.3 DETOUR	0.0

Eastward

SOUTHERN DIVISION

SANTA ROSA SUBDIVISION

Westward

Time Table No. 22

October 17, 1943

SCHELLVILLE BRANCH

Capacity of Sidings in car lengths, and location of Fuel, Water and Turning Stations.	Distance from San Francisco	STATIONS	Distance from Glen Ellen
Yard Limits 71 WYOPBK	24.9	TO IGNACIO	26.4
12 P	28.5	3.6 BLACK POINT (Spur-E)	22.8
19	30.8	2.3 RECLAMATION	20.5
8	33.4	2.6 SEARS POINT (Spur-W)	17.9
8 P	35.2	1.8 FAIRVILLE (Spur-E)	16.1
Yard Limits 30 YWP	40.4	5.2 TO SOHELLVILLE	10.9
20 P	44.8	4.4 SONOMA	6.5

Junction switch main track and Schellville Branch is located opposite station Ignacio.

Eastward — SOUTHERN DIVISION — Westward

SANTA ROSA SUBDIVISION

Time Table No. 22
October 17, 1943
MILL VALLEY BRANCH

Capacity of Sidings in car lengths, and location of Fuel, Water and Turning Stations.			Distance from San Francisco	STATIONS	Distance from Mill Valley		
14			9.9	ALMONTE	1.8		
				1.8			
P			11.7	MILL VALLEY	0.0		

Eastward — SOUTHERN DIVISION — Westward

SANTA ROSA SUBDIVISION

Time Table No. 22
October 17, 1943
LARKSPUR BRANCH

Capacity of Sidings in car lengths, and location of Fuel, Water and Turning Stations.			Distance from San Francisco	STATIONS	Distance from Larkspur		
			13.0	BALTIMORE PARK	0.4		
				0.4			
4			13.4	LARKSPUR (Spur-E)	0.0		

Eastward — SOUTHERN DIVISION — Westward

WILLITS SUBDIVISION

Time Table No. 22
October 17, 1943

Capacity of Sidings in car lengths, and location of Fuel, Water and Turning Stations.	FIRST CLASS 4 Eureka Express Leave Daily	Distance from San Francisco	STATIONS	Distance from Willits	FIRST CLASS 3 Eureka Express Arrive Daily
Yard Limits WPBK	9.50 PM	53.8	TO-R SANTA ROSA	85.7	s 6.22 AM
			0.6		
Yard Limits 109 YP		54.4	WYE SIDING	85.1	
			4.1		
53 WP	10.00	58.5	TO FULTON	81.0	6.13
			1.3		
22		59.8	MARK WEST (Spur-E)	79.7	
			3.1		
13 P	10.09	62.9	WINDSOR	76.6	s 6.02
			3.5		
Yard Limits 7		66.4	GRANT	73.1	
			0.6		
		67.0	BAILHACHE	72.5	
			1.0		
33 WTPK	s 10.24	68.0	TO HEALDSBURG	71.5	s 5.51
			3.9		
45 P	10.31	71.9	LYTTON	67.6	s 5.38
			3.9		
Yard Limits 36 P	10.37	75.8	TO GEYSERVILLE	63.7	s 5.30
			5.5		
Yard Limits 36 P	10.45	81.3	ASTI	58.2	s 5.17
			3.9		
61 WOP Yard Limits	s 10.52	85.2	TO CLOVERDALE	54.3	s 5.10
			1.9		
14		87.1	PRESTON (Spur-E)	52.4	
			2.7		
22 P	11.03	89.8	ECHO	49.7	4.50
			5.5		
59 P	11.16	95.3	PIETA	44.2	4.37
			4.8		
Yard Limits 58 WP	s 11.31	100.1	TO HOPLAND	39.4	s 4.25
			3.8		
48 P	11.42	103.9	LARGO	35.6	4.13
			5.7		
13	11.56 PM	109.6	EL ROBLE	29.9	3.59
			4.4		
44 WOTPBK Yard Limits	s 12.16 AM	114.0	TO UKIAH	25.5	s 3.51
			6.1		
21 P	12.30	120.1	CALPELLA	19.4	3.25
			2.0		
Yard Limits 40 WYP	12.39	122.1	REDWOOD VALLEY	17.4	3.19
			1.9		
26 P	12.43	124.0	LAUGHLIN	15.5	3.13
			3.9		
8 P	12.55	127.9	HILPASS	11.6	2.59
			3.5		
Yard Limits 14 TWP	1.06	131.4	RIDGE	8.1	s 2.48
			7.0		
	1.26	138.4	MUIR	1.1	2.23
			1.1		
Yard Limits WYOPBK	s 1.28 AM	139.5	TO-R WILLITS	0.0	2.20 AM
	Arrive Daily				Leave Daily

No. 3 and No. 4 stop on flag at any station to receive and discharge passengers.

Siding at Bailhache can not be used for meeting or passing of trains.

NORTHERN DIVISION — SOUTH FORK SUBDIVISION

Eastward | Westward

Capacity of Sidings in car lengths, and location of Fuel, Water and Turning Stations.	FIRST CLASS 4 Eureka Express Leave Daily	Distance from San Francisco	Time Table No. 22 October 17, 1943 STATIONS	Distance from South Fork	FIRST CLASS 3 Eureka Express Arrive Daily
Yard Limits WYOPBK	1.43 AM	139.5	TO-R WILLITS	97.8	s 2.03 AM
			4.2		
53 P	**1.54**	143.7	OUTLET	93.6	**1.54**
			5.0		
55 P	2.07	148.7	ARNOLD	88.6	1.40
			3.8		
60 WP	2.17	152.5	LONGVALE	84.8	1.29
			5.7		
44 P	2.31	158.2	FARLEY	79.1	1.13
			3.6		
41 WP	2.40	161.8	TATU	75.5	1.02
			4.7		
47 WOP	s 2.56	166.5	TO DOS RIOS	70.8	s 12.48
			4.6		
35 P	3.08	171.1	WOODMAN	66.2	12.31
			4.4		
41 P	3.20	175.5	NASHMEAD	61.8	12.19
			4.5		
63 P	3.32	180.0	SPYROCK	57.3	12.05 AM
			4.3		
54 WOP	3.45	184.3	BELL SPRINGS	53.0	11.51 PM
			5.0		
24 P	4.00	189.3	RAMSEY	48.0	11.35
			5.2		
54 WOTP	4.17	194.5	TO ISLAND MOUNTAIN	42.8	s 11.18
			5.8		
32 WP	4.36	200.3	KEKAWAKA	37.0	11.00
			5.2		
15 P		205.5	CAIN ROCK (Spur-E)	31.8	
			3.6		
54 P	s 5.01	209.1	TO ALDERPOINT	28.2	s 10.35
			7.5		
53 WOP	5.22	216.6	TO FORT SEWARD	20.7	10.11
			4.9		
42 P	5.35	221.5	BROCK CREEK	15.8	9.57
			3.6		
43 P	5.45	225.1	EEL ROCK	12.2	9.45
			5.0		
21 P	5.57	230.1	SEQUOIA	7.2	9.31
			2.1		
52 WP	6.03	232.2	McCANN	5.1	9.20
			5.1		
Yard Limits WYOPBK	s 6.15 AM	237.3	TO-R SOUTH FORK	0.0	9.07 PM
	Arrive Daily				Leave Daily

NORTHERN DIVISION — EUREKA SUBDIVISION

Eastward | Westward

Capacity of Sidings in car lengths, and location of Fuel, Water and Turning Stations.	FIRST CLASS 4 Eureka Express Leave Daily	Distance from San Francisco	Time Table No. 22 October 17, 1943 STATIONS	Distance from Eureka	FIRST CLASS 3 Eureka Express Arrive Daily
Yard Limits WYOPBK	6.19 AM	237.3	TO-R SOUTH FORK	46.8	s 9.03 PM
			4.4		
24 P	6.29	241.7	LARABEE	42.4	8.53
			3.9		
15 P	6.40	245.6	SHIVELY	38.5	8.43
			4.4		
27 P	6.52	250.0	ELINOR	34.1	8.32
			5.6		
Yard Limits 43 PKW	s 7.08	255.6	TO SCOTIA	28.5	s 8.20
			3.4		
21 P	7.20	259.0	STONE	25.1	8.05
			2.0		
36 P		261.0	DINSMORE	23.1	
			1.7		
Yd. Limits 29 WP	7.27	262.7	ALTON	21.4	7.56
			1.8		
Yd. Limits 41 P		264.5	ROHNERVILLE	19.6	
			1.6		
21 P	s 7.35	266.1	TO FORTUNA	18.0	s 7.48
			2.6		
Yard Limits 19 P	s 7.44	268.7	TO FERNBRIDGE	15.4	s 7.40
			2.3		
16 P	7.51	271.0	TO LOLETA	13.1	s 7.33
			2.3		
3		273.3	MILFORD (Spur-E)	10.8	
			0.6		
23 P	7.59	273.9	BEATRICE	10.2	7.24
			3.9		
Yard Limits 30 WP	8.08	277.8	SOUTH BAY	6.3	7.16
			3.0		
Yard Limits		280.8	B. & E. R. CROSSING	3.3	
			1.2		
Yard Limits 23 P	8.20	282.0	BUCKSPORT	2.1	7.06
			2.1		
Yard Limits WYO PBK	s 8.25 AM	284.1	TO-R EUREKA	0.0	7.00 PM
	Arrive Daily				Leave Daily

Rule 5—At Glynn time and train orders will apply at the west switch of the crossover at M.P. 254, leading into Pacific Lumber Co. yard.

No. 3 and No. 4 stop on flag at any station to receive and discharge passengers.

NORTHERN DIVISION — EUREKA SUBDIVISION

Eastward | Westward

Capacity of Sidings in car lengths, and location of Fuel, Water and Turning Stations.	Distance from San Francisco	Time Table No. 22 October 17, 1943 SAMOA BRANCH STATIONS	Distance from Samoa
Yard Limits WYOPBK	284.1	TO-R EUREKA	16.6
		8.4	
WYPK Yard Limits	292.5	TO-R ARCATA	8.2
		7.3	
Yd. Limits P	299.8	SAMOA YARD	0.9
		0.9	
Yd. Limits 6 WY	300.7	SAMOA	0.0

NORTHERN DIVISION — EUREKA SUBDIVISION

Eastward | Westward

Capacity of Sidings in car lengths, and location of Fuel, Water and Turning Stations.	Distance from San Francisco	Time Table No. 22 October 17, 1943 CARLOTTA BRANCH STATIONS	Distance from Carlotta
Yard Limits 29 WP	262.7	ALTON	5.0
		5.0	
Yard Limits P	267.7	CARLOTTA	0.0

Employes whose duties are prescribed by Rules and Regulations of the Transportation Department, effective February 15, 1943, must each obtain a book containing these Rules and Regulations.

RULE 2. Designated Watch Inspectors:

S. A. Pope, Manager Time Service.....65 Market Street, San Francisco
E. J. Land.....745 3rd Street, San Francisco
G. F. Davidson, Traveling Watch Inspector.....
C. R. Ellis.....Sausalito
W. F. Rohrer.....San Rafael
A. H. Ross.....Petaluma
L. M. Britton.....Santa Rosa
P. H. Joseph.....Ukiah
A. B. Guslander.....Willits
Ernest Mueller.....Eureka
J. C. Tario.....Eureka
W. J. Thomas.....Eureka

RULE 14. Trackman's Call:

Four long, followed by four short blasts of whistle (— — — — o o o o) is Trackman's Call. This signal may be used when necessary to summon trackmen. It must not be used unnecessarily. Upon hearing this signal, by day or night, trackmen must immediately respond. Foremen must keep their men posted as to this signal.

RULE 21 (C). Passenger engines to handle trains from Tiburon, Willits or Eureka will display indicators before leaving roundhouse.

Indicators of engines on trains arriving Tiburon, Willits or Eureka will be displayed until engine reaches roundhouse, but must be removed immediately after arrival at roundhouse.

RULE 21 (D). Will not apply to Southern Pacific engines.

RULE S-72. Westward trains are superior to trains of the same class in the opposite direction.

RULE 83 (A). Freight trains will register at the following stations:

San Rafael
Schellville
Ukiah
Ignacio (Branch trains only)

RULE 93. Yard limits are established at the following stations:

Sausalito includes Waldo
Tiburon
Detour
San Rafael
Ignacio
Cloverdale
Schellville
Petaluma includes Haystack, McNear and Park Siding
Santa Rosa includes Wye Siding
Fulton
Healdsburg includes Grant, Bailhache, Finlayson and Oliveto
Geyserville includes Tosca and Omus
Asti
Hopland
Ukiah includes Asylum
Redwood Valley
Ridge
Willits
South Fork
Scotia
Alton includes Rohnerville
Fernbridge
South Bay
Eureka includes B.& E.R. R.R. crossing Bucksport and Russ
Arcata includes Korblex
Samoa includes Samoa Yard
Carlotta

RULE 98. RAILROAD CROSSINGS AT GRADE NOT INTERLOCKED:

M.P. 40.5 Schellville, S. P. R. R.—STOP.
M.P. 53.3 Santa Rosa, P. & S. R. R. R.
M.P. 280.8 B. & E. R. R. R., STOP.
M.P. 282.2 B. & E. R. R. R., Holmes Eureka Log Dump track, STOP.
M.P. 292.5 Arcata, California Barrel Co., West leg wye.

Petaluma Yard—Crossing two P. S. R. tracks—Flag Protection must be provided.

DRAWBRIDGES INTERLOCKED

M.P. 20.9 Gallinas.....Gallinas Slough
M.P. 28.8 Black Point.....Petaluma Creek
M.P. 37.8 Wingo.....Sonoma Creek
M.P. 37.2 McNear.....Petaluma Creek
M.P. 285.6 Eureka.....Eureka Slough

RULE 99 (C). The following territory is designated as territory in which it is permissible to use train order Form I, Example (2), as specified in second paragraph of Rule 99 (C), Rules and Regulations of the Transportation Department, effective February 15, 1943:

Between Ignacio and Tiburon
Sausalito Branch
Schellville Branch
Carlotta Branch
Samoa Branch

RULE 103 (A). At Tiburon train and engine movements on siding over highway crossing M.P. 7.26, 449 feet east of water tank, must be protected by flagman. Engines or cars must not be left on this siding within 100 feet of crossing.

No train, engine, motor or car must be operated over 13th Street crossing Santa Rosa or Toll Road crossing San Rafael-"B" Street route, unless vehicular traffic is protected by member of train crew or other competent railroad employe acting as flagman.

At Petaluma switching movements must not be made upon or over streets named below, without protection of flagman. Under no circumstances must cars be kicked or a "drop" or "run" be made upon or over such streets:

Adams Street, also known as east D Street; first street west of passenger station.
Copeland Street; first street west of passenger station.
Washington Street; first street east of passenger station.

RULE 105. At the following stations, sidings are located as shown:

Ignacio. On east side (compass direction) of main track; from west switch to east crossover switch.

Fulton. On west side (compass direction) of main track; from west switch to east switch of scale track.

Windsor. On east side (compass direction) of main track.

Geyserville. On east side (compass direction) of main track; from first switch east of station to east switch.

Ukiah. On west side (compass direction) of main track; from west switch to first switch east of station.

Scotia. On west side (compass direction) of main track; from west switch to switch opposite station.

Fernbridge. On west side (compass direction) of main track; from west switch to first switch east of station.

South Bay. On west side (compass direction) of main track; from first switch west of station stop to first switch east of water tank.

RULE 221. Engineer in approaching a train-order office, after whistling for station, if train-order signal can be seen, will sound four short blasts of whistle (14-j) for "proceed" signal, and if "proceed" signal is given will acknowledge it by two short blasts of whistle (14-g).

RULE 221 (A).

Trains must not leave Arcata, Eureka, South Fork, Willits, Santa Rosa, Schellville or San Rafael without a clearance.

RULE 509. Train movements through Tunnel No. 27 (Island Mountain) are protected by signals.

Automatic block signals must not be depended upon to protect trains. When necessary, trains must be protected by flagman.

SPRING SWITCHES

When making trailing point movement and train is stopped on switch a reverse movement must not be made, nor the slack taken until the switch has been thrown by hand. When movement has been completed through switch, reverse movement must not be made until point closes.

Running switches are prohibited and sand, blow-off cocks and injectors must not be used while passing over these switches.

Switches are located as follows:

Green Brae: End of Double track.
Detour: West Wye switch to main track Tiburon Line.
East Wye switch to main track Tiburon Line.
West Wye switch to Sausalito Branch.
San Rafael: End of double track at Mission Street.

Light signal, indicating position of switch for facing point movement, is located in advance of switch. Signal at Mission Street is 115 feet distant from switch; signals at other points are from 25 to 55 feet from switch.

SAN RAFAEL

Derails located on Cheda Spur, 436 feet east of switch, and on Grady Spur, 530 feet east of switch, are connected with floodlights which illuminate track and highway. Derailers must be kept on rail and locked, except when movements are being made over crossing. No train, engine, motor or car shall be operated over these crossings except with caution. Trainmen must protect movements over these crossings.

Double track extends between Mission Street, San Rafael, and Green Brae. Normal position of the switch at Mission Street is for westward track. Normal position of switch at Green Brae is for eastward track.

TELEPHONE SIGNALS

Semaphore type signals are located at Ridge and at Redwood Valley. When these signals indicate stop, conductor (or engineer in case of light engine) will immediately communicate with train dispatcher by telephone. The normal position of these signals is proceed.

Electric lights for night indication are controlled by track circuits which are 1000 feet in length.

TRAIN INSPECTION

On freight trains, when conditions are favorable, and in the judgment of conductor it is safe to do so, run may be made without stopping for inspection, from one water stop to the next water stop, except that a distance of 70 miles must not be exceeded between inspections.

Westward passenger trains and eastward and westward freight trains will stop at Ridge for inspection. Westward freight trains will stop at Redwood Valley for inspection.

AIR BRAKE RULES

RULE 24.

Rear end air tests must be made at Ridge by eastward and westward freight trains, and westward passenger trains; also at Redwood Valley by eastward freight trains.

RULE 33.

Freight trains descending grade Ridge to Redwood Valley must not exceed an average of 110 Ms per operative brake, except that where road locomotive is equipped with cross compound compressor, 120 Ms per operative brake may be operated. Retaining valves will be turned up on all cars on westward freight trains before leaving Ridge, and must be turned down when stop is made at Redwood Valley. Passenger trains descending grade Ridge to Laughlin must have retaining valves turned up before leaving Ridge, and must be turned down when train leaves Laughlin.

Freight trains descending grade Ridge to M.P. 136 must have not less than 10 retainers turned up solid on the head end of train before leaving Ridge, and must be turned down when train reaches M.P. 136. Engineer may request additional retainers if, in his judgment, additional retainers are required, and trainmen must so provide when request is made.

When retaining valves are turned down while train is in motion, speed of train must not be more than 10 M.P.H. If, in the judgment of conductor, it is necessary to stop train to turn down retaining valves, train must be stopped.

RULE 39.

Running air brake tests must be made by passenger trains at Ridge.

HELPERS—RIDGE HILL

(A) With two engine trains, helper will be placed on head end.

(B) With three engine trains, two helpers will be cut in ahead of caboose.

(C) With four engine trains, two helpers will be cut in ahead of the caboose, and the other helper spaced approximately seven cars ahead of the other helpers.

(D) When helpers are cut in either at Willits or Redwood Valley, the larger type of power must be placed ahead of lighter power.

(E) Wooden underframe equipment must be handled on the rear of trains; and with three or four engine trains, helpers must be cut in ahead of this class of equipment.

(F) Retainers will be turned up after the stop is made at Ridge, before cutting out helpers. When train is again coupled or intact, rear end plug test will then be made. Ample time must be allowed for retainers to blow down before attempting to start train from Ridge.

(G) Westward trains will make the stop at Ridge, so that helpers on the rear of train will be cut out at the east switch of siding.

(H) Eastward trains will make the stop at Ridge, so that helpers on the rear of train will be cut out at the west switch of siding.

(I) Air Brake Rule 29, outlining the manner in which locomotive throttles are to be handled when preparing stop, must be carefully complied with at Ridge.

MISCELLANEOUS

Engines are not permitted on Beet Spur at Ignacio.

Engines heavier than 114 Class are not permitted on spur track at McGill.

Engines are not permitted on spur at Cain Rock.

Passenger trains passing station after picking up will stop at station before leaving.

Engines on passenger trains when coupling to equipment containing passengers will stop 50 feet from cars before coupling.

Engines on freight trains of 30 cars or over must be cut off at water or fuel stops.

No helper engine will be placed behind wooden underframe cars or cabooses.

In no case will more than one helper engine be placed behind steel underframe cabooses.

SPEED RESTRICTIONS

Trains must not exceed the following maximum speeds (shown in miles per hour).

BETWEEN:	Passenger	Frt.
Tiburon and Cerro	25	18
Cerro and M.P. 20, east of Cerro	35	25
M.P. 20, east of Cerro, and M.P. 63, Windsor	40	25
M.P. 63, Windsor, and M.P. 69, Finlayson	50	30
M.P. 69, Finlayson, and M.P. 85, Cloverdale	40	30
M.P. 85, Cloverdale, and M.P. 109, west of El Roble	25	18
M.P. 109, west of El Roble, and M.P. 118	50	30
M.P. 118 and M.P. 123	25	18
M.P. 123 and M.P. 124, Laughlin	35	..
M.P. 123 and M.P. 124, Laughlin (Ascending)	..	18
M.P. 123 and M.P. 124, Laughlin (Descending)	..	15
M.P. 124, Laughlin, and M.P. 136.7 (Ascending)	22	18
M.P. 124, Laughlin, and M.P. 136.7 (Descending)	18	15
M.P. 136.7 and M.P. 139.5, Willits	45	30
M.P. 139.5, Willits, and M.P. 143, west of Outlet (Curves)	30	20
M.P. 139.5, Willits, and M.P. 143, west of Outlet (Tangent)	40	25
M.P. 143, west of Outlet, and M.P. 232, McCann	25	18
M.P. 232, McCann, and M.P. 256.3, east of Yoder (Curves)	30	20
M.P. 232, McCann, and M.P. 256.3, east of Yoder (Tangent)	40	25
M.P. 256.3, east of Yoder, and M.P. 258.2 (Scotia Bluff)	15	15
M.P. 258.2 and M.P. 284, Eureka (Curves)	30	20
M.P. 258.2 and M.P. 284, Eureka (Tangent)	40	25
Eureka and Arcata	15	15
Arcata and Samoa	15	15
Alton and Carlotta	15	15
Almonte and Mill Valley	20	20
Baltimore Park and Larkspur	20	20
Sausalito and Detour	20	20
Ignacio and Sonoma	15	15

The above speeds may be further restricted as shown in the following table, or by slow orders, slow boards, or timetable bulletins.

ADDITIONAL SPEED RESTRICTIONS

Page	BETWEEN	Passenger	Frt.
2	Hilarita, highway crossing, M.P. 7.9, Tiburon Line	10	10
3	High School, M.P. 10.3, Mill Valley Branch	6	6
3	Millwood Street, M.P. 11.4, Mill Valley Branch. Eastward	6	6
	Westward—stop before crossing		
2	Through Tunnel 1, Corte Madera	15	6
2	Corte Madera, road crossing east of station platform	20	20
2–3	San Rafael, within city limits	25	25
2	Gallinas Drawbridge, M.P. 20.9	25	25
2	Petaluma Drawbridge, M.P. 37.2	6	6
2	Petaluma, within city limits*	25	25
2	East Switch Cotati to West Switch Wilfred	30	20
2–3	Santa Rosa, within city limits	25	25
2	Black Point Drawbridge, M.P. 28.8 (Draw span only)	6	6
2	Sonoma, within city limits	10	10
2	M.P. 43.3 and M.P. 44.0	35	20
3	Healdsburg, within city limits	25	25
3	Healdsburg, Russian River Bridge, M.P. 67.6	20	20
3	Cloverdale, within city limits	25	25
3	Ukiah, within city limits	25	25
4	M.P. 239.6 and M.P. 240.3	25	18
4	M.P. 243.3 and M.P. 243.8	25	18
4	M.P. 248.4 and M.P. 249.5	25	18
4	M.P. 251.0 and M.P. 252.0	25	18
4	M.P. 271, Loleta, and M.P. 272.8, east of Tunnel 40	25	18
4	Elk River Bulkhead, M.P. 279.5 to M.P. 280.2	20	20
4	Bucksport, crossing Gregg Street, M.P. 282	30	20
4	"A" and "L" Streets, Eureka*	10	10
4	Eureka Slough Drawbridge, M.P. 285.6	6	6

*—Maximum fixed by City Ordinance.

Speeds shown are the maximum speeds permitted. Slower speeds must be run when otherwise provided for and when conditions make a slower speed advisable.

Trains moving steam shovels, ditchers, cranes, spreaders, pile drivers, and derricks, must not exceed 25 miles per hour.

Maximum speed of disabled engines hauled in train or running under own steam must not exceed 20 miles per hour.

SPEED RESTRICTIONS—Continued

Through crossovers and turnouts: 10 miles per hour, except that trains and engines must not exceed 25 miles per hour through switch of Pacific Lumber Co.'s connection at Yoder.

Trains must approach and pass over drawbridge at Wingo with caution maintaining lookout for pedestrians and vehicles.

Trains approach road crossing east end of depot at Vineburg with caution.

Maximum speed of engines running backward between Laughlin and M.P.136.7, 12 miles per hour; other locations, 20 miles per hour, except where slower speeds are specified.

Trains loaded with logs must not exceed a maximum speed of 15 miles per hour except that at the following locations a maximum speed of 10 miles per hour must not be exceeded: Through tunnels, over Van Duzen bridge M.P. 261.8 and while passing tracks occupied by outfit cars.

Maximum speeds for freight trains apply to log trains having no cars loaded with logs.

Eastward trains hauling cars loaded with logs must be inspected at Carlotta, Alton, Fernbridge and Eureka. Doubling trains will double from Loleta and must be inspected at that point instead of Fernbridge.

Rear car on train and on cut in doubling must be equipped with Conductor's valve or tail hose.

Special attention must be given to inspection of loads and chocks. If there is any doubt as to whether a load will move safely or if improperly loaded it must not be moved, and if it is in train it must be set out.

ADDITIONAL SIDINGS, SPURS AND FLAG STOPS

Location	Mile Post	Switch Connection	Car Capacity
TIBURON TO KORBLEX			
Green Brae	14.0	West	4
De Witt	23.5	West	110
San Antonio	33.1	.....	..
McNear	37.1	West	54
Finlayson	69.1	Siding	13
Oliveto	69.2	West	6
Simi	70.5	Siding	10
Nervo	73.9	West	3
Tosca	76.5	West	5
Omus	77.0	West	9
Chianti	78.8	West	6
Fountain	96.8	East	10
Asylum	113.2	Siding	17
Indian Springs	168.0	.....	..
Deer Lodge	169.0	.....	..
Camp Rest	174.4	.....	..
Spur Track	195.7	East	11
Golden Spike	206.4	.....	..
Steelhead	211.6	.....	..
Tanoak	228.3	West	4
Camp Grant	234.8	West	25
Perrott Creek	238.5	East	..
Larabee Ranch	242.4	.....	..
Bryan	243.1	.....	..
Glynn	254.0	West	48
Yoder	256.1	East	50
Spur Track	256.7	East	8
Nanning Creek	257.0	West	2
Worswick	268.2	East	27
Zerus	275.0	West	3
Eureka Tallow Company	280.7	East	3
B. & E. R. Connection	280.9	East	4
Associated Oil Company	281.3	West	18
Press	281.7	East	16
Standard Oil Company	281.8	West	10
Holmes Eureka Lumber Co.	282.0	East	8
Korblex	295.2	West	20
SAUSALITO TO DETOUR			
Waldo	8.4	East	18
Manza	9.0	West	9
Alto	11.0	East	9

ADDITIONAL SIDINGS, SPURS AND FLAG STOPS—Continued

Location	Mile Post	Switch Connection	Car Capacity
IGNACIO TO SONOMA			
McGill	36.7	West	21
Vineburg	42.2	Siding	16
Batto	42.6	West	7
Bonilla	43.1	West	3
Stando	43.9	East	3
Sebastiani	44.3	West	26

HOSPITAL DEPARTMENT

NAME	TITLE	LOCATION
Dr. C. A. Walker	Chief Surgeon & Manager	General Hospital, 1400 Fell St., San Francisco
Dr. O. E. Eklund	Division Surgeon	Medical Bldg., 909 Hyde St., San Francisco (GRaystone 0274)
Dr. O. D. Hamlin	District Surgeon	Oakland
Dr. C. F. Larson	District Surgeon	Sausalito
Dr. L. Michael	Emergency Surgeon	San Leandro
Dr. G. M. Landrock	District Surgeon	Sausalito
Dr. C. W. Clark	District Surgeon	San Anselmo and Tiburon
Dr. O. W. Jones	District Surgeon	San Anselmo
Dr. Leo J. McMahon	Dental Surgeon	San Anselmo
Dr. Rodney Hartman	District Surgeon	Mill Valley
Dr. H. O. Hund	District Surgeon	San Rafael
Dr. C. A. DeLancey	District Surgeon	San Rafael
Dr. G. G. Vanderlip	Dental Surgeon	San Rafael
Dr. W. J. Newman	Emergency Surgeon	Sonoma
Dr. R. J. Weseman	District Surgeon	Novato
Dr. H. S. Rogers	District Surgeon	Petaluma
Dr. H. L. Lorentzen	Associate District Surgeon	Petaluma
Dr. F. H. Phillips	Dental Surgeon	Petaluma
Dr. A. B. Herrick	District Surgeon	Santa Rosa
Dr. Elmer T. Noall	Assistant District Surgeon	Santa Rosa
Dr. E. T. McMannis	Dental Surgeon	Santa Rosa
Dr. Chester Marsh	District Surgeon	Sebastopol
Dr. W. N. Makaroff	District Surgeon	Guerneville
Dr. F. E. Sohler	District Surgeon	Healdsburg
Dr. K. J. Dunlavy	Associate District Surgeon	Healdsburg
Dr. M. F. Clark	District Surgeon	Cloverdale
Dr. H. O. Cleland	District Surgeon	Ukiah
Dr. Raymond Babcock	District Surgeon	Willits
Dr. Rupert Hauser	District Surgeon	Scotia
Dr. H. W. Comfort	District Surgeon	Fortuna
Dr. J. F. Walsh	District Surgeon	Eureka
Dr. W. W. Dolfini	Oculist and Aurist	Eureka
Dr. B. Cooper	District Surgeon	Arcata

HOSPITALS: Southern Pacific General Hospital, Baker and Fell Streets, San Francisco. Phone FIllmore 8781.

St. Joseph Hospital.....Eureka
Emergency Hospitals.....San Rafael, Petaluma, Santa Rosa and Willits

NOTE:—Emergency surgeons should be summoned only for temporary treatment when prompt attention is required and when patients cannot be sent to or await arrival of District Surgeon.

ADDITIONAL WATER STATIONS

Stony Creek.....M.P. 169.6
Hamman Gulch.....M.P. 204.3
Water Tank.....M.P. 248.2
Steelhead.....M.P. 211.6
Water Tank.....M.P. 224.5

LOCATION OF ADDITIONAL TELEPHONES

Waldo	Slide, M. P. 190.25
De Witt	East Portal Tunnel 27, M.P. 195.2
Ignacio Wye	Slide, M. P. 201
Wingo	Hamman Gulch, M.P. 204.3
Vineburg	Steelhead
Fulton (Scale house)	Perrott Creek
Black Point Drawbridge	M.P. 246.6
Petaluma Drawbridge	Glynn
South End Petaluma Yard	Nanning Creek
Sebastopol Ave., Santa Rosa	Yoder
Third Street, Santa Rosa	Eureka Slough Drawbridge M.P. 285.6
Ukiah Freight House	Korblex

ADDITIONAL FUEL STATIONS

Santa Rosa—emergency only.

ENGINE TONNAGE RATING IN Ms BACK OF TENDER

CLASSIFICATION	ENGINE	Boiler Pressure	TIBURON and SAN RAFAEL	SAN RAFAEL 4th Street to MILLER	SAN RAFAEL Irwin St. to MILLER	PETALUMA to HEALDSBURG	HEALDSBURG to CLOVERDALE	CLOVERDALE to REDWOOD VALLEY	REDWOOD VALLEY to RIDGE	WILLITS to RIDGE	LARGO to MILLER	REDWOOD VALLEY to LARGO	MILLER to SAN RAFAEL	DETOUR and SAUSALITO	WILLITS to LOLETA	LOLETA to BEATRICE	BEATRICE to EUREKA	EUREKA to BEATRICE	BEATRICE to LOLETA	LOLETA to WILLITS
			Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.
T 57–19/26–110	108	180	1750	890	930	2750	2270	1750	540	920	3660	3360	1275	1400	3650	2200	3650	3650	1750	2480
T 57–19/26–105	109	180	1750	890	930	2750	2270	1750	540	920	3660	3360	1275	1400	3650	2200	3650	3650	1750	2480
T 57–19/26–110	111–114	180	1750	890	930	2750	2270	1750	540	920	3660	3360	1275	1400	3630	2200	3630	3630	1730	2460
T 63–20/28–135–S	139–143	200	2000	1000	1070	3200	2720	2000	600	1050	4400	4100	1535	1680	4300	2600	4300	4300	2300	2900
T 57–21/26–142	170–172	190	2000	1080	1160	3200	2720	2000	660	1130	4500	4200	1685	1680	4580	2800	4580	4580	2500	3120
T 63–21/28–141–S	178	200	2210	1140	1220	3535	3005	2210	700	1190	4830	4530	1725	1855	4800	3250	4800	4800	2240	3250
T 63–20/28–142–S	179	200	2000	1000	1070	3200	2720	2000	600	1050	4400	4100	1535	1680	4300	2600	4300	4300	2300	2900
T 57–21/28–148–S	180–184	200	2630	1190	1280	3900	3315	2630	730	1250	4900	4600	2000	2045	5040	3250	5040	5040	2900	3500
P 68–24/26–157–S	SP 3104-3108	180	2210	1140	1220	3535	3005	2210	660	1190	4830	4530	1725	1855	4800	3250	4800	4800	2240	3250
C 57–22/30–194–S	SP 2514-2836	210	3261	1475	1587	4836	4110	3261	905	1550	6076	5776	2528	2535	6250	4030	6250	6250	3750	4550
T 63–22/28–162–S	SP 2318-2339	210	2761	1250	1344	4095	3480	2762	767	1313	5145	4845	2110	2147	5292	3413	5292	5292	3045	3675
Allowance for Empty and Underloaded Cars ..... Ms.	Less than 40 Ms.		6 Ms.	3 Ms.	3 Ms.	6 Ms.	6 Ms.	6 Ms.	3 Ms.	3 Ms.	6 Ms.	6 Ms.	3 Ms.	6 Ms.	6 Ms.	6 Ms.	6 Ms.	6 Ms.	3 Ms.	6 Ms.
	40 to 50 Ms.		3 Ms.	0	0	3 Ms.	3 Ms.	3 Ms.	0	0	3 Ms.	3 Ms.	0	3 Ms.	3 Ms.	3 Ms.	3 Ms.	3 Ms.	0	3 Ms.

CLEARANCE LIMITS FOR CAR LOADING

BETWEEN		HEIGHT ABOVE TOP OF RAIL AT WIDTHS STATED										MAXIMUM HEIGHT	MAXIMUM WIDTH
	WIDTH	2′ 6″	5′	7′	8′ 6″	9′ 6″	10′	10′ 6″	11′	11′ 6″	12′		
Sausalito and Corte Madera	HEIGHT	15′ 6″	15′ 5″	15′ 3″	14′ 5″	13′ 10″	13′ 8″	12′ 10″	12′ 2″	10′ 9″	9′ 0″	15′ 5″	12′
Tiburon and Cerro	HEIGHT	19′ 10″	18′ 11″	18′ 1″	17′ 3″	16′ 8″	16′ 4″	16′	15′ 8″	15′ 2″	14′ 10″	19′ 10″	12′
Cerro and Ignacio	HEIGHT	22′	22′	22′	22′	21′ 9″	21′ 6″	21′ 3″	21′	20′ 10″	20′ 8″	22′	12′
Ignacio and Petaluma	HEIGHT	20′ 6″	20′ 6″	20′ 6″	19′ 9″	19′ 3″	19′ 1″	18′ 10″	18′ 7″	18′ 4″	18′ 2″	20′ 6″	12′
Ignacio and Sonoma	HEIGHT	22′	22′	21′ 11″	21′ 1″	20′ 7″	20′ 4″	20′	19′ 9″	19′ 6″	19′ 2″	22′	12′
Fulton and Echo	HEIGHT	20′ 3″	20′ 3″	19′ 10″	19′ 3″	18′ 10″	18′ 9″	18′ 6″	18′ 4″	18′ 1″	17′ 11″	20′ 3″	12′
Echo and Willits	HEIGHT	16′	15′ 8″	15′ 6″	14′ 10″	14′ 1″	13′ 7″	13′	12′ 8″	12′ 3″	11′ 8″	16′	12′
Willits and Shively	HEIGHT	19′ 10″	19′ 10″	19′ 4″	18′ 6″	18′ 2″	17′ 10″	17′ 6″	17′ 3″	16′ 10″	16′ 7″	19′ 10″	12′
Shively and Loleta	HEIGHT	18′ 5″	18′ 3″	17′ 6″	17′	16′ 7″	16′ 5″	16′ 3″	16′ 1″	15′ 10″	15′ 3″	18′ 5″	12′
Loleta and Eureka	HEIGHT	18′ 10″	18′ 10″	18′ 6″	17′ 8″	17′ 2″	16′ 10″	16′ 7″	16′ 3″	16′ 0″	15′ 9″	18′ 10″	12′ 0″
Eureka and Arcata	HEIGHT	22′	22′	22′	22′	21′ 10″	21′ 7″	21′ 3″	21′	20′ 9″	20′ 6″	22′	12′
Arcata and Samoa	HEIGHT	22′	22′	22′	22′	22′	22′	22′	22′	22′	22′	22′	12′

Clearances are figured with side clearances 6 inches margin (each side) overhead clearance 6 inches margin.

SPEED TABLE

Miles per Hour	1 Mile in Min. Sec.	Miles per Hour	1 Mile in Min. Sec.	Miles per Hour	1 Mile in Min. Sec.	Miles per Hour	1 Mile in Min. Sec.
6	10	21	2.51	31	1.56	41	1.27
8	7.30	22	2.43	32	1.52	42	1.25
10	6	23	2.36	33	1.49	43	1.23
12	5	24	2.30	34	1.45	44	1.21
15	4	25	2.24	35	1.42	45	1.20
16	3.45	26	2.18	36	1.40	46	1.18
17	3.31	27	2.13	37	1.37	47	1.16
18	3.20	28	2.8	38	1.34	48	1.15
19	3.9	29	2.4	39	1.33	49	1.13
20	3	30	2.0	40	1.30	50	1.12

MAXIMUM ENGINE WEIGHTS AND CAR LOADING PERMISSIBLE OVER DISTRICTS SHOWN

	ENGINE	Gross Carload Pounds
Sausalito to Detour Tiburon to Willits Ignacio to Sonoma	Any Engine	188,000
Almonte to Mill Valley Baltimore Park to Larkspur	Any Engine	188,000
Willits to Eureka	Any Engine	188,000
Eureka to Arcata	142	188,000
Alton to Carlotta	170	188,000
Arcata to Samoa	142	188,000

Train Dispatchers

W. M. BALDOCK G. E. NIVISON A. R. LUDWIG

P. NOVAGLIA V. L. GRUBE

Sausalito, Cal.

WEIGHT OF PASSENGER CARS

CLASS	NUMBERS	WOOD	STEEL
Baggage	*613–*615	.....	91,900
"	*625–*626	.....	86,400
"	675–680	.....	96,400
Business	06	.....	124,800
Chair	550–553	.....	107,200
Coach	.....	.....	.....
"	73	83,500	.....
"	.....	.....	.....
"	453	.....	102,600
"	459–460	.....	104,300
Mail and Express	.....	.....	.....
" " "	640–645	.....	103,200

*Steel Underframe.

SOUTHERN PACIFIC AND PULLMAN

Class	All Steel	Steel Underframe	Wood
Baggage 60 ft.	93,070	.....	.....
Baggage 66 ft.	127,610	.....	.....
Baggage 70 ft.	122,620	.....	.....
Baggage	.....	87,120	81,120
Baggage (Dynamo)	98,730	.....	.....
Baggage and Mail 60 ft.	103,620	.....	.....
Baggage and Mail 69 ft.	124,760	.....	.....
Baggage and Mail 70 ft.	129,140	.....	.....
Baggage and Mail	.....	103,590	99,200
Baggage and Passenger	108,675	112,640	76,320
Express, Horse	133,050	.....	81,033
Postal	112,120	.....	.....
Postal Storage 40 ft.	74,530	.....	.....
Postal Storage 60 ft.	105,120	.....	.....
Club	146,210	122,300	.....
Official	170,700	155,370	109,370
Chair	100,620	.....	84,740
Coaches 60 ft.	98,130	.....	.....
Coaches 70 ft.	137,640	.....	.....
Coaches 72 ft.	139,660	.....	.....
Coaches 73 ft.	148,040	.....	.....
Coaches 72 ft., Interurban	120,000	.....	.....
Coaches	.....	.....	81,210
All-Day Lunch, Chair	105,970	.....	.....
All-Day Lunch, Coach	103,875	.....	.....
Cafe-Coach	.....	138,600	.....
Diner 70 ft.	.....	135,930	131,040
Diner 72 ft.	155,330	146,930	134,530
Diner 77 ft.	157,240	165,530	.....
Diner 79 ft.	169,100	.....	.....
Cafe-Parlor	148,950	.....	128,550
Observation	157,280	.....	.....
Pullman Observation	164,600	153,000	.....
Pullman Parlor	155,600	147,500	.....
Pullman Standard Sleeper	164,600	144,000	.....
Pullman Tourist	140,600	133,000	.....

W. V. HARDESTY,
Chief Train Dispatcher, Sausalito, Cal.

A. H. BARCKLOW,
Night Chief Dispatcher, Sausalito, Cal.

R. D. SHUGRUE,
Trainmaster, Sausalito, Cal.

J. F. LAUX,
Trainmaster, Santa Rosa, Cal.

A. C. HENNINGSEN,
Trainmaster, Eureka, Cal.

C. W. GIBSON,
Road Foreman Engines, Tiburon, Cal.

MAP
OF THE LINES OF THE
NORTHWESTERN PACIFIC RAILROAD COMPANY

RMH

SCALE IN MILES

10 5 0 10 20 30 40 50

EUREKA AND VICINITY

SCALE IN MILES

½ 0 1 2 3 4 5

SAUSALITO AND ADJACENT TERRITORY

SCALE IN MILES

0 1 2 3 4 5 6 7 8 9 10